





## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM," 2,365 tons.....Captain H. D. Jones.  
 "POWAN," 2,358 "....." W. A. Valentine.  
 "FATSHAN," 2,360 "....." R. D. Thomas.  
 "KINSHAN," 1,995 "....." J. J. Lossius.  
 "HEUNGSHAN," 1,998 "....." R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).  
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).  
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-TAI," 1,651 tons.....Captain T. Hamlin.  
 "SUI-TAI," 1,651 "....." G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.  
 On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and at 1 P.M. from COMPANY'S WHARF.  
 Departures from Macao to Hongkong on week days at 8 A.M. and 2 P.M. On Sundays at 8 A.M. and 3 P.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,179 tons.....Captain E. H. Grainger.

Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.  
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H. K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons.....Captain J. Willox.  
 "NANNING," 569 "....." C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—  
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,  
 Or of BUTTERFIELD & SWIRE,  
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 14th January, 1907.

JAVA-CHINA-JAPAN LINE.  
REGULAR THREE-WEEKLY SERVICE  
BETWEEN  
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS...	JAVA	Second half January	JAPAN	Second half January
TJILIWONG...	JAPAN	First half February	JAVA PORTS	First half February
TJIMAH...	JAVA	First half February	JAPAN	First half February
TJILATJAF...	JAPAN	First half February	JAVA PORTS	First half February
TJIPANAS...	JAVA	First half March	JAPAN	First half March

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to  
 THE HEAD AGENCY  
 OF THE JAVA-CHINA-JAPAN LINE,  
 BUTTERFIELD & SWIRE.

Telephone No. 375,  
 YORK BUILDINGS, 1st Floor,  
 Hongkong, 22nd January, 1907.

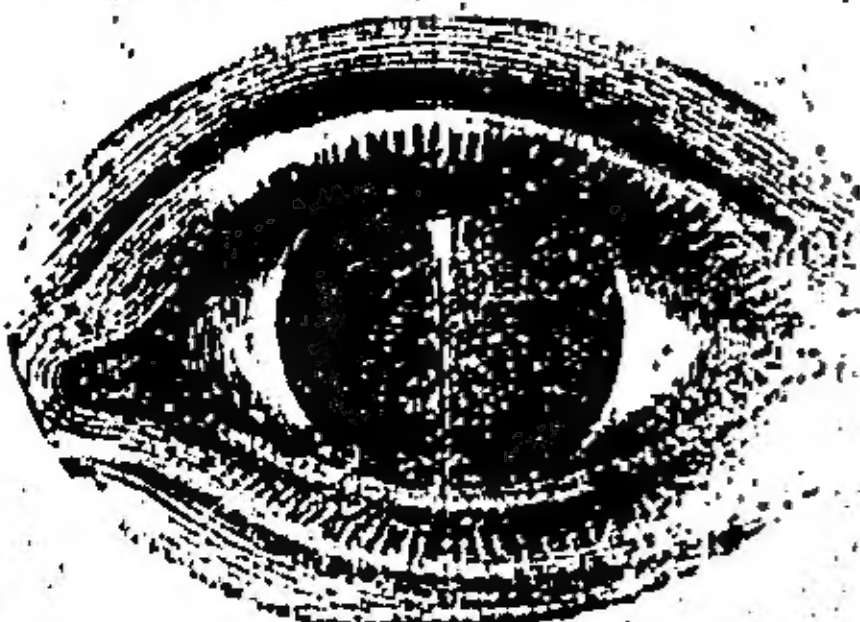
WEST RIVER BRITISH STEAMSHIP CO.  
HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."  
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5½ DAYS.  
 THE steamers sail from HONGKONG to SAMHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip ..... \$30  
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.  
 For further information, apply to—  
 BUTTERFIELD & SWIRE,  
 AGENTS,  
 WEST RIVER BRITISH S.S. CO.,  
 HONGKONG.

Hongkong, 6th October, 1906.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,  
 3, FEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.  
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.  
 LONDON, 51, John Street, Bedford Row, W.C.  
 HONGKONG, 59, Benckin Street.  
 Hongkong, 27th November, 1905.

## Dentistry.

Dr. M. H. CHAN,  
 THE LATEST METHOD  
 of the  
 AMERICAN SYSTEM OF DENTISTRY,  
 37, DES VUEX ROAD CENTRAL.  
 From the University of Pennsylvania, U.S.A.  
 Hongkong, 21st July, 1905.

TSIN TING,  
 LATEST METHODS OF DENTISTRY.  
 STUDIO AT NO. 14, D'AGUIAR STREET,  
 REASONABLE FEE.  
 Consultation Free.  
 Hongkong, 20th July, 1904.

## Mails.

IMPERIAL GERMAN MAIL LINES.  
NORDDEUTSCHE LLOYD, BREMEN.  
EUROPEAN LINE.

STEAM FOR  
 SINGAPORE, PENANG, COLOMBO, ADEN, SUER, PORT SAID, NAPLES, GENOA,  
 ANTWERP, BREMEN/HAMBURG  
 PORTS IN THE LEVANT, BLACK SEA AND BALTI PORTS;  
 ALSO  
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND  
 SOUTH AMERICAN PORTS.  
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers  
 and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATE.
PRINZ HEINRICH.....	WEDNESDAY, 30th January.
GNESSEN.....	WEDNESDAY, 13th February.
PRINZEN.....	WEDNESDAY, 27th February.
PRINZESS ALICE.....	WEDNESDAY, 13th March.
PRINZ LUDWIG.....	WEDNESDAY, 27th March.
ZIETEN.....	WEDNESDAY, 10th April.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 24th April.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 8th May.
BAYERN.....	WEDNESDAY, 22nd May.
PRINZ HEINRICH.....	WEDNESDAY, 5th June.
SCHARNHORST.....	WEDNESDAY, 19th June.
ROON.....	WEDNESDAY, 3rd July.

S.S. "SACHSEN," Wednesday, 27th March, conveying H. M. THE KING OF SIAM, carrying second class passengers only.

ON WEDNESDAY, the 30th day of January, 1907, at Noon, the Steamship PRINZ HEINRICH, Captain P. Grosch, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 28th January. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 29th January. Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 29th January.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

## RATES OF PASSAGE MONEY FROM HONGKONG.

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR ...	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return .....	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG .....	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return .....	97. 0. 0.	66. 0. 0.	36. 0. 0.
* TO NEW YORK VIA SUERZ:			
VIA NAPLES, GENOA OR GIBRALTAR ...	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return .....	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON .....	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return .....	125. 0. 0.	85. 0. 0.	49. 0. 0.

\* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

## TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

## Interruption of the Voyage in Egypt.

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE,  
VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	Tons.	SAILING DATE.
MANILA.....	1,700.	FRIDAY, 1st February.
PRINZ WALDEMAR.....	3,327.	THURSDAY, 28th February.
PRINZ SIGISMUND.....	3,302.	THURSDAY, 28th March.

ON FRIDAY, the 1st day of February, 1907, at Noon, the Steamship MANILA, Captain Minssen, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG.

	1st Class	2nd Class	3rd Class	1st Class	2nd Class	3rd Class
TO MANILA.....	\$50.00	\$30.00	\$20.00	Return	\$80.00	\$50.00
TO NEW GUINEA.....	£28. 0. 0.	£18. 0. 0.	£14. 0. 0.	Return	£42. 0. 0.	£27. 0. 0.
TO BRISBANE.....	£30. 0. 0.	£20. 0. 0.	£14. 0. 0.	Return	£54. 0. 0.	£36. 0. 0.
TO SYDNEY.....	£33. 0. 0.	£23. 0. 0.	£15. 0. 0.	Return	£59. 0. 0.	£41. 0. 0.
TO MELBOURNE.....	£34. 0. 0.	£24. 0. 0.	£16. 0. 0.	Return	£62. 0. 0.	£44. 0. 0.
TO YOKOHAMA.....	\$80.00	\$60.00	\$40.00	Return	\$120.00	\$80.00
TO KOBE.....	\$95.00	\$75.00	\$50.00	Return	\$140.00	\$95.00
TO YOKOHAMA & back from KOBE to HONGKONG ...	\$140.00	\$100.00				

## THROUGH RATES OF PASSAGE MONEY FROM HONGKONG.

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer .....	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA.....	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.  
EUROPEAN & AUSTRALIAN SERVICE.  
FOR  
STEAMERS  
ABOUT

SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA ) PRUSSEN.....WEDNESDAY, 30th Jan.  
 SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA ) PRINZESS ALICE.....WEDNESDAY, 13th Feb.

## TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON .....	£62. 0. 0.
TO BREMEN .....	63. 0. 0.
TO PARIS VIA CHERBOURG .....	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR .....	65. 0. 0.

NORDDEUTSCHER LLOYD.  
For further Particulars, apply to  
MELOHERS & CO.,  
AGENTS.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK. Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

No. 2 DOCK. Length inside, 575 ft. Width of entrance, top 60.5 ft.; bottom 45.5 ft. Water on blocks, 38.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.  
 Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.  
 Liebers, Scotts, A. I., and Watkins.  
 Yokohama, May 23rd, 1905.

D. NOMA, TATTOOER,  
60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. till 9 P.M. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

A. CHAZALON & CO.,  
6, Queen's Road Central.

WHO have just received the Finest Assortment of ENGLISH and FRENCH CONFECTIONERY from the best makers of London and Paris.

ALSO  
 A Large Variety of LIQUORS, BORDEAUX, PORT, SHERRY, WHISKY, &c., &c., from the most renowned houses in France and other foreign countries.

Hongkong, 11th January, 1907.

F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKER,  
COAL AND PROVISION MERCHANTS,  
CHARTERS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,  
ST. GEORGE'S BUILDING,  
HONGKONG,  
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR  
 HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES.

SOLE AGENTS FOR  
 FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

AT  
 REASONABLE PRICES  
 Hongkong, 7th March, 1905.

FURNITURE WAREHOUSE.  
LI KWONG LOONG & CO.,  
司公隆李

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE

at  
 No. 35, DES VUEX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd., Firms and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—  
 "We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.  
 Hongkong, 20th March, 1905.

## FOR SALE.

WELLS' IN-DOOR & OUT-DOOR LIGHTS  
 LAMP  
 DO. BOXED LIGHTS  
 DO. HARP LAMP  
 DO. MANTLE CHIMNEY GLASS  
 DO. DECK, &c., and INCANDESCENT GASOLINE LAMP of all descriptions from best materials

MADE IN HONGKONG  
 for GASOLINE LAMP and GASOLINE ENGINE, kept in stock

TAI KWONG CO.,  
 109, Des Vues Road Central,  
 Hongkong, 20th January, 1907.







## Intimation.



**A. S. WATSON & CO., LIMITED.**

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

The following PORTS and SHERRIES bottled in Europe have been especially selected and procured from the celebrated Firm of

**C. G. SANDEMAN SONS & CO.**

London, Oporto and Xeres.

## PORTS.

	Per Case.
DOURO .....	\$15.00
OLD TAWNY .....	18.00
INVALID .....	18.00
ESTRELLA .....	24.00
FIVE DIAMOND .....	27.00
VERY OLD TAWNY .....	42.00
OLDEST & FINEST .....	50.00

## SHERRIES.

	Per Case.
LIGHT DRY .....	\$13.00
SOLERA .....	18.00
VERY PALE DRY .....	18.00
FULL GOLDEN .....	21.00
PALE DRY NUTTY .....	24.00
FINE OLD BROWN .....	36.00

**A. S. WATSON & CO., LIMITED.**  
AGENTS.

ALEXANDRA BUILDINGS.

Hongkong, 22nd January, 1907. [3]

**The Hongkong Telegraph**

HONGKONG, WEDNESDAY, JANUARY 23, 1907.

## THE JUNK BAY MILLS.

The formal opening of the new flour mills which have been erected by the inspiration and enterprise of Mr. A. H. Rennie took place yesterday afternoon, when His Excellency the Officer Administering the Government in proposing the toast "Success and prosperity to the Junk Bay mills" made several felicitous and appropriate comments on the significance of the occasion. He put the thing in a nutshell when he expressed the opinion, which we entirely endorse, that one and all resident in the Colony and dependent on its material success for our individual prosperity should foster and promote to the best of our ability the industries of the Colony, and we cannot do that better than by giving practical proof of our acceptance of Mr. May's advice in adopting the product of Mr. Rennie's mills to the exclusion of other brands. This may seem a somewhat selfish and near-sighted policy; but in these days of competition we are bound to follow, to a certain extent, the principle pursued by other countries, and "keep our ain fish guts for our ain sea maws." At present, the intention of the promoters of the new undertaking is to produce flour for the South China market, but later, when the various brands are known and appreciated, and have had the necessary time to get into favour with the consumers, the Northern market will be reached by an attempt to invade that market; while Vladivostok will not be outside the ramifications of the flour mill. When that time arrives and the Junk Bay mills' products have found their radius, with Vladivostok in the north and Nanning in the south, then the success of Mr. Rennie's mills will be an accomplished fact from a financial point of view, and the attractive pile of buildings which have been reared at Junk Bay will have an enhanced value in the eyes of those who have the welfare of the Colony at heart. It has only to be added, in conclusion, that the enterprise is a tribute to British energy in the Far East, for it was conceived by British heads, given form by British capital, and it will be mainly operated by British skill.

RETURN of visitors to the City Hall Library and Museum for the week ending the 20th January, 1907:—Library, non-Chinese, 329; Chinese, 130; Total, 459. Museum, non-Chinese, 213; Chinese, 3,191; Total, 3,404.

## DIAMOND CUT DIAMOND.

Man's inhumanity to man is a subject on which, however much may have been written, there is always something left to say. But there was another subject, or cause of discussion apparently arising in our midst, regarding which there appeared to be much more to say, and that was "woman's confidence in man." The Colony appeared so full of it—it appeared everywhere in evidence—scarcely a day passed that the Press was not called upon to record instances of woman's blind confidence in man, as exemplified by their unhesitatingly handing over jewellery and articles worth anything up to \$100 or \$200, to complete strangers, in exchange for—what?—a bundle, the contents of which they knew not, but which they were told contained banknotes of immense value, which statement they unquestioningly accepted, and which notes they were requested to change for silver as the strangers, "innocent countrymen," did not know how to go about the business! The strangers were not to accompany the women—oh, no! it was not necessary for them to learn the ins and outs of money-changing, as they were returning to their country immediately, and there were no money-changers there. What simple faith! what trusting confidence! The woman leaves behind her in the hands of men she has never seen before in her life, what probably constitutes her entire worldly goods—the result of the saving, slaving, starving and stinting through many a long year of deprivation and self-denial. She goes to the changer's shop, and what does she discover? It is scarcely necessary to say that her roll of banknotes "of high value," prove to be but worthless blank papers, of the cheapest sort. "Oh, poor woman," says the sympathetic bystander, as she rushes back to find the men who have played such a dastardly trick on her—men who, in the majority of cases, are never seen again. "What a shame to rob a poor, hard-working woman in that way," says the sympathetic reader, as he or she peruses the details of the occurrence over his or her soup. That is one side of the picture, but like all pictures of human experiences, there is another side, which a case which occurred yesterday, was indirectly, the cause of our getting a peep at. In this latest (but undoubtedly not last, case, a married woman, living at No. 5 Torsion Street, West Point, was walking along Queen's Road yesterday at 1 p.m. when she was accosted by two men who asked her, suavely and politely, if she would be so very kind as to direct them to Jervois Street. Happening to be going in that direction herself she invited the men to accompany her. Before proceeding, however, one of the men told the usual story of finding a bundle of banknotes, and made the usual request, and the woman, as security, gave him rings, bangles and earrings to the value of \$100, and then went off to change the "notes," in a most obliging manner. But was she duped, or did she intend to dupe her dupers? Did she intend to return with the change? True, she had left \$100 worth of jewellery with them, but what was that against the "several hundred" she was asked to change? These questions were answered in a conversation with some of the old and experienced Inspectors of Police, and the answer was an emphatic assertion that the woman was not the "taken" but the intending "taker in," and the grounds for their conclusion were several cases in which the women, upon reporting the cases to the Police, admitted that they took the "bundles of banknotes" to their homes first, instead of to the money-changers, which is a significant fact; and others in which they made the discovery of the trick that had been played upon them by inquisitively opening the packages long before they came in sight of even the nearest changer! Would they have done this if their intentions were honest? We venture to think not—at least in the vast majority of cases. The "confidence trick" is a very common one in India, where it is practised by means of burnished brass balls, with which the mendacious adventurers approach such of their countrymen as appear to be prosperous and pursy, and tell a tale of loss, and explain how they are "pilgrims from a far country," stranded through that loss. Here, again, the greed of gold enters in, for the so-called "gold" beads are offered at what would palpably be but a tenth of their intrinsic value, were they of genuine metal, and are accordingly snapped up by the intended victims. Looking, then, at the intention, it would appear that, far from extending any sympathy to these women, when it is proved that they go straight home with the "notes" with the very evident intention of stealing them; they deserve punishment equally with their accosters, and all such cases should be strictly investigated in future, and the women meted out justice instead of sympathy.

The contractor is now hard at work on the extension of Sandakan Wharf which is to be completed in seven months. It is being very considerably lengthened and carried out another 20 feet.

## LOCAL AND GENERAL.

THE Gau Wah Fong alleged assault case came to a termination at the Police Court, this forenoon, when the summons and cross-summons between H. Small and the Indian was amicably settled, compensation being offered in order to close the incident.

THE new buildings at Kuda—sixteen in number—are progressing rapidly, and in another two months or so there will be a great change—many of the unsightly atop houses are already down and the whole lot will disappear when the shops are finished.

A LONDON evening paper says:—"As to the trouble over the exclusion of Japanese children from the State schools of San Francisco, if President Roosevelt prevails, and San Francisco has to repeat in sackcloth and ashes, it will only be necessary to provide the sackcloth."

THE Roumanian Ministry for Foreign Affairs announces that the Government has received intimation of the adherence of the following amongst other British Colonies and protectorates to the Anglo-Roumanian Treaty of Commerce of October, 1905:—Hongkong, Straits Settlements, and Wei-hai-wei.

A STOCK Exchange correspondent writes:—"Great amusement was caused in the 'House' by a member (who is also a member of the Salvation Army) making a collection for the latter institution. He was requested to march round the floor of the 'House,' beating a tambourine, in order to swell his collection, and on his compliance the money poured in from every direction, and was acknowledged by a speech from the gratified recipient."

THE Shell Transport and Trading Company, Limited, notify the holders of share warrants to bearer that, in accordance with the resolution of the Board, an interim dividend of one shilling per share in respect of the year ending December 31, 1906, will be payable at the Capital and Counties Bank, Limited, 39, Threadneedle Street, E.C. 2, on and after January 1, 1907. The ordinary share transfer books was closed from 30th to 31st ult., inclusive.

CARL Calbrechts, an unemployed seaman, residing in the Sailors' Home, West Point, was charged before Mr. F. A. Hazeland, this morning, at the Police Court, with behaving in a disorderly manner whilst drunk in the Home yesterday. The defendant, who pleaded guilty to the charge, attempted to assault Mr. Gould, the assistant manager, but floored a policeman, who came to the latter gentleman's rescue, instead. He was fined \$3, with the option of seven days, which he preferred.

WHILE a labourer, who was on a scaffolding, was engaged in attending to some work in connection with the new French Convent's building, Wong-ni-chong Road, at three o'clock yesterday afternoon, he slipped, lost his hold, and fell to the ground, a distance of some fourteen feet. His fellow-workmen, who were about the place, saw the accident. He was temporarily attended to and later sent to the Tung Wah Hospital. The labourer sustained some injuries to his thigh and side, but is not in a serious condition.

A CARGO boat, No. 851H, sailed into port early yesterday morning and sank her mud hooks on the Praya, at East Point. The police pinnace, P.C. Bird in charge, followed the junk to her anchorage and when the officer boarded her he found a case which only a magistrate could settle. The junk had a cargo of kerosene oil aboard, but she flew no red flag at her mast, neither was the cargo covered with a serviceable tarpaulin. The skipper was taken in tow and in the ordinary course found his way before Mr. F. A. Hazeland, at the Police Court, this morning, who priced the junk master's forgetfulness at \$70 only.

A SUIT for *mal de mer* is somewhat of a novelty in law, but such a suit has, according to a New York message to London papers, been filed in the former city. The dispatch states that Mrs. Riwka Schien, a German subject, has entered suit against the North German Lloyd Steamship Company for £394 damages for seasickness. Mrs. Schien recently travelled from Bremen to New York on the steamer *Chemnitz*. She was very ill in consequence of the excessive rolling of the ship and also, she claims, owing to the inattention of the employees. Mrs. Schien reached her home in a state of exhaustion, and after consulting her lawyer decided to sue the steamship company.

MESSRS. Caird and Co. launched on the 18th ult. from their shipyard at Greenock the *Nora*, a twin-screw steamship of 6,700 tons, constructed to the order of the P. and O. Steamship Company. The chief measurements of the new vessel are: Length, 450 ft.; breadth, 52 ft.; depth, 30 ft. 6 in. Like her sister ship, the *Nora* will have spacious, sheltered promenade decks, comfortable dining, music, and smoking saloons, and accommodation for 500 first and 40 second class passengers, who will be berthed in "outside" cabins on the main deck. She is the last to be completed of the four ships of the "N" class designed for the company's improved direct intermediate service between London and Japan.

"THE night was cold, and I went there to sleep," was the excuse tendered Mr. F. A. Hazeland, this morning, at the Police Court, by Chan Tak, who was charged with being a rogue and vagabond. The defendant, who has a previous conviction, was found on the third floor of No. 186, Des Voeux Road Central, engines burn liquid fuel, and it was with some premises occupied by a shopkeeper—early this morning they consumed no other than British products. The shopkeeper saw the defendant, who was searching about the room and calling for help. The oil, on the authority of Mr. Rennie, came gave the intruder in charge. His Worship, who was emphatic in reminding us—was part of the night, and sentenced him to one month's hard labour and four hours' stocks, which included banishment. He was also carefully told what he would get if he dared return to Hongkong before five years after being banished.

## HONGKONG INDUSTRY.

## REFLOUR MILLS.

## OPENING.

It was William Des Voeux, then Governor of the Colony, who wrote to the Rightable Lord Knutsford, at that time Secretary of State for the Colonies, in 1889, that, "while commerce, simple in its nature, and for a long time the principal element of the Colony's life, it is from manufacture that may be the greatest progress of Hongkong future." Writing at that date Governor Voeux, in recapitulating the industrial Colony, observed:—"Already we have established in the last few years sugar refineries which are doing an exceedingly and apparently prosperous business; moreover, ship and boat building, rope works, ice works (now doing export trade) and some thirty minor industries." Between 1889 and 1907 many have been wrought and the expansion of Hongkong has proceeded by leaps and bounds it is true, but already growth which marks the surest success. Within the island itself have been added Cotton Mills, which by adversity in the earlier stages of its life are now fortunately established dividend-paying plants. The Aberdeen factory is a feature of the industrial life of Hongkong, while the Deep Bay and tile works have grown much beyond its original establishment. Its progress in a marked degree, agent power of development has given a mammoth factory until the consignment stacks of its patent kilns stand in bold relief against the once "undulating" of undulating red rock," as is on the mainland were described by William Des Voeux. Beyond the Cotton Mills, which rank to-day among the prosperous and the most important industries, and far beyond the boundaries of Kowloon—the Ultima Thule of the dependency in 1897—there can be seen from this side of Hongkong the buildings on the shore line which the objective of an official visit yesterday afternoon from the Hon. Mr. F. J. C. M.G., the Officer Administering the Government, and party. Amongst recent and not the least important means of the promising industries, with the port's shipping, are the mills of Hongkong's prosperity, the Flour at Junk Bay take the forefront rank. Common knowledge that the Hongkong Flour Co., Ltd.—as the new concern is designated—owes its inception to the fertile brain of the one man in Hongkong who has the courage, in spite of much able opposition, to conceive and carry out a project which is a project of a million. That man, other than Mr. A. H. Rennie, then who is better known and more highly esteemed in Hongkong. To his creative genius administrative abilities the Hon. Mr. May just tribute of praise. And it is little that official cognisance should be given to the enterprise of such a man and indomitable energy and unshrinking courage the face of strenuous commercial rivalries of hundreds of thousands of dollars are at stake for an enterprise which is not yet out of the domain of the speculative. We say the term "speculative" in a qualified, and well-mannered of the keen competition which will be brought to bear by mill-owners of the Pacific slope to render the struggle supremacy of the South China market for one calling for the combined energies of the members of the Hongkong Company to carry out the project. That they have the ability and will more important the determination to carry out a project, our representative's short conversation with an official of the Company, as the waters to and from Junk Bay yesterday afternoon, leaves no room to doubt the survival of the fittest.

MR. RENNIE'S COADJUTORS. Mr. Rennie, from his own admission, has had a rare good fortune of meeting with most valued coadjutors in the inception of what he termed his "ideal." In Sir Paul Chater and Mr. H. N. Mody he found from the very outset two partners whose unlimited confidence in his plans justified the placing of their trust in his hands. Combined with their own financial resources we have the result to-day in the magnificent plant, faultlessly constructed and capably run, on the outskirts of the island's environment. In connection with the plant no record of the official function yesterday could be complete with the omission of the architects, Messrs. Leigh and Orange, who were made deacons, comfortable dining, music, and smoking saloons, and accommodation for 500 first and 40 second class passengers, who will be berthed in "outside" cabins on the main deck. She is the last to be completed of the four ships of the "N" class designed for the company's improved direct intermediate service between London and Japan.

THE CHINESE CONSTITUENTS. The principal exponents of the virtues of Junk Bay flour to the Chinese are the Hon. Mr. Wei Yuk and Tang Lan Kak, joint coadjutors to the Company. Mr. Wei Yuk has already succeeded in winning the sympathies of a large circle of the Chinese flour merchants in Hongkong and he entertains no doubt that when once the nutritious value and whiteness of the local product are seen to compare more than favourably with the imported stuff, Junk Bay flour and no other will be the favourite brand in every Chinese home.

In dealing with the Chinese we must not lose sight of the importance of "trade marks" with these people. The selection of the various designs has been most judiciously made. The "Cakes" symbolizes a Chinese marriage festival as also is the "12 wels Pigs" associated with the convival board. The "Mills" depicts Junk Bay Mills, and the "Firs" is named after Mr. Rennie's residence on Bowen Road. Similarly, every trade-mark is designed with a purpose and with the special object of captivating the good graces of Chinese consumers.

THE EXCURSION. To the founder of the Hongkong Milling Co. our representative owes the courtesy of an invitation to accompany the official party over the works yesterday. The fine yacht-like launch *Canada* belonging to the Company was placed at the disposal of the gubernatorial party. It included His Excellency the Officer Administering the Government and Mrs. May, Mr. and Mrs. Rennie, the Hon. Mr. W. Chatham (Director of Public Works), Sir Paul Chater, Major and Mrs. Chilly, Mr. H. E. R. Hunter (Hongkong and Shanghai Banking Corporation) and Miss Hunter, Dr. Thorneycroft, of Kobe, Messrs. J. Orange, (Messrs. Leigh and Orange), H. N. Mody, George Hastings (of the firm of the Company's solicitors, Messrs. Hastings and Hastings), T. P. Cochrane (Manager, Chartered Bank of India, Australia and China), and A. J. Raymond (manager, Messrs. E. D. Sassoon & Co.). The party boarded the *Canada* at 2.30 p.m. at Murray Pier, the white flag with the green maple leaf on the foremast and the Colonial ensign astern.

The prospective Chinese constituents of the mills and friends took their departure from the Hongkong side at 2 p.m. on board the chartered *Kwong Sing*. The Hon. Mr. Wei Yuk officiated as host to his compatriots; they were Messrs. Tang Lan Kak, Au Yung Kai, Hung On, Mok Kwai Fong, Ho Yung Kai, To Min Chau, Poon Sung Ku, Li Kwang Sun, Choi Kwim Ng, Dr. Ho Lok Kum, Dr. Ho Nai Ching, Messrs. Ngan Hung Po, Chok Chup Tung, Wei Wing Hing, Poon Pak Wan (Tak Cheong), Ho Hun, etc. The *Kwong Sing* arrived at Junk Bay about 3 p.m. Within half-an-hour the *Canada* hove in sight and by 3.30 p.m. was made fast to the Mill Pier. The landing of the gubernatorial party was signalled by the red ensign being hoisted down from the flagstaff and the Union Jack being hoisted up.

Mr. Rennie personally assumed the rôle for the occasion of technical *cleverness* to the guests, and a very efficient and instructive one he proved to be. The party was first conducted to the ground floor of the extensive buildings. Here the clutch, which controls the entire mill machinery, suitably draped in red as also was the fly-wheel, was released by Mr. May, thus setting in motion, in his official representative capacity, the counterparts of a structure which constitute the motive power for the new industry of Hongkong. The official ceremony performed, the members of the party in turn ascended to the top floor by the patent man-hoist within the building.

ACCIDENT TO MR. MODY. Nearly all the guests had successfully accomplished their journey when Mr. H. N. Mody stepped on to the platform. The band which revolves round the shafts at each end carries the passenger up, who meanwhile stands secure on the footboard and holding on to the steel handle attached to the travelling belt. As each passenger arrives at the top floor he steps off the platform. This Mr. Mody apparently did not do in time, and as briefly noted in our last evening's issue, met with a slight accident in consequence. He jumped off a trifle too late and landed on the floor on his back, injuring himself by the fall. Dr. Thorneycroft, one of the guests, came promptly to Mr. Mody's aid, and Mr. Rennie was also solicitous of the gentleman's condition which, fortunately, did not prove to be as serious as it was at first thought. Though Mr. Mody lost consciousness for a while, by the administration of stimulants he was soon brought round and conveyed in a stretcher on board the *Canada* which steamed back for Hongkong at once. Sir Paul Chater and Mr. Raymond, both of whom exhibited much concern for their friend, accompanied Mr. Mody on the return journey. Dr. Thorneycroft also returned with Mr. Mody.

On inquiries at the office of Mr. H. N. Mody this afternoon, we were informed that that gentleman is progressing very favourably to-day, and there is no fear of complications supervening. The visitors then continued their tour of inspection and were explained all the various technicalities of the works. The storage godowns were then visited including the bag sewing and printing department, and lastly the manager's office. In front of the offices a hose was attached to the water service with a view of demonstrating the efficiency of a fire-extinguishing appliances. Turning a tap Mr. Rennie caused a fine stream of water to play on the awnings of a launch made fast to the bamboo pier some fifty feet distant.

THE TEA. The party, then boarded the *Kwong Sing* and were conveyed to the *Maple Leaf*, formerly the *S. P. Hitchcock*. In her altered appearance the *Maple Leaf* resembles a large receiving ship; and anchored in the placid waters of the bay she serves the eminently useful purpose of housing the Chinese workmen and the European foremen. The appointments and the sleeping deck with its hundreds of hammocks in suspension for the labourers were generally commented upon for their remarkable neatness and orderliness. Indeed these are features in every department of the Mills as well as on the *Maple Leaf*. She is lighted, it may be mentioned by the way, by electricity.

From the *Maple Leaf*, the guests witnessed the return of the labouring gang who on the stroke of three knocked off work for the day. They were taken across the water in a due big "pig." Tea was served to the guests on the promenade deck, the host himself leading the way to the numerous "boys" in attending to one and all without exception. "PROSPERITY TO THE MILLS." His Excellency said—On behalf of all your guests this afternoon I wish to thank you for your kindness in bringing us here and in giving us such an instructive afternoon. I think we are all agreed that we were very much interested in what we have seen. I think we are one and all agreed that the establishment we have just seen over is one of the best organized and well-conducted we have ever seen. We admire the genius of the man who conceived it and his administrative ability is evidenced in every bit of the work we have just gone over. We have partaken of the Junk Bay scones. Speaking for myself I think every resident in Hongkong ought to swear from this day forward to do nothing else but eat Junk Bay scones. (Applause.) Speaking personally, it is the best scone I ever ate in my life. There is nothing like supporting our own little Colony. I do not think that any one could take exception to us if we register that vow and stick to it; and if it brings prosperity to the institution that we have just visited, each one of us will be only too glad. I wish now to drink the very good health of Mr. and Mrs. Rennie, and wish prosperity and success to the Junk Bay Flour Mill.

MR. RENNIE'S REPLY. Mr. Rennie said in reply—Your Excellency, ladies and gentlemen—To say that your kind remarks are very flattering to the energy displayed by all concerned in this enterprise does not half express my feelings. I am more delighted than I can tell you that I have been enabled to turn out flour in this short space of time. Had I not had the good fortune to pick out the very best of partners—Sir Paul Chater and Mr. Mody—who have given me a free hand throughout, I am confident I could not have accomplished my ideal—the Junk Bay Flour Mills—in the time. It must not be forgotten that in starting an enterprise of this sort one must be most careful in the selection of the staff. The engineers are the first consideration. I will tell you about the engineer-in-chief later. Our Diesel oil engines are the most marvellously constructed. When I bought them one kind gentleman in Hongkong who is not particularly friendly to our institution suggested that we should put them between Gaupps and Falconers, as they would require constant repairs. They have not cost us a moment's trouble, but a great many dollars. They are most economical and cost less than one-third of any other engines made. They are very easily run. Mr. Carnegie said, when he asked how it was that his Pittsburgh iron mine paid 35 per cent in the year that he sold it and only three per cent last year. "They bought the mine but not the men." I bought the Diesel engines and the Swiss engineer, Mr. Steiner, who helped to build them. He is here for three years. He understands them and he installed them. They have never given us a moment's trouble. I think it was a very good stroke. Mr. Shank, our chief millwright, who installed the milling plant entirely, is a genius. The Hongkong and Whampoa Dock Co. have come to my aid at any time, day or night, and have supplied all the shafting and iron work. I believe they can make anything in the way of machinery, equal to any produced in the world. As to my friend, Mr. Orange, who personally assisted at the installation of every large iron pillar in cement concrete, and worked side by side with messieurs a day for twelve months, I think the praise is due to him and not to me as far as the building is concerned. His assistance was invaluable, and I am sorry that he is not going to stay here instead of going home in the summer. He is too young and is perhaps afraid of his complexion. (Laughter.) If any errors in judgment have crept in I am solely to blame, and will not shrink the responsibility. I can only thank you for the kind remarks made. I know you have always had this enterprise in your mind, and furthered its interest from its inception.

## A MYSTERIOUS OBSTRUCTION.

On the call of Mr. Rennie three cheers were given to the Hon. Mr. and Mrs. May. The party then re-embarked on the *Kwong Sing* and the homeward trip was commenced at 5.45 p.m. A few minutes after the start the *Canada* was on her way back to fetch the official party who passed over to her, and reached Hongkong, at 6.30 p.m., after a delightful afternoon excursion.

OWNER BADLY WANTED. A very amusing case was that which was heard at the Police Court, yesterday forenoon, when the manager of the Shanghai Hotel was summoned by Mr. Dillon, land bailiff, for encroaching on Crown land, in Connaught Road West, by storing a quantity of stones there.

Mr. P. W. Goldring, of Messrs. Goldring and Barlow, who represented the defendant, denied the charge, saying that the stones did not belong to his client.

His Worship—Well, then, to whom do they belong? Mr. Dillon—If they do not belong to the defendant, they are the property of the contractor.

Mr. Goldring—I understand the property belongs to the Government, your Worship. (Laughter.) Mr. Dillon said he asked several men who were engaged in "dressing stones" on that place of land whom they were employed by, but they would not say.

His Worship—It is always the case. They never tell. Are there any stones there? Sergeant Gordon—No, your Worship. A few basketsful only. I can have them removed by coolies to No. 7 Station.

After further discussion in which both the police and the land bailiff tried to solve the mystery as to who on the stones belong, his Worship adjourned the case.



## TELEGRAMS.

## "HONGKONG TELEGRAPH" SERVICE.

## SHANGHAI KASHING RAILWAY.

## FIRST SOD TURNED.

[From Our Own Correspondent.]

Shanghai, 23rd January, 3.15 p.m.

The first sod of the railway track which will connect Shanghai with Kashing was turned on Monday.

## ADMIRAL SAH'S PROJECT.

## NEW NAVAL ACADEMY AT KIANGNAN.

[From Our Own Correspondent.]

Shanghai, 23rd January, 3.15 p.m.

Admiral Sah has commenced the construction of a new naval academy at Kiangnan.

## THE WEST POINT BUILDING CO., LTD.

The eighteenth report of the general agents to the ordinary meeting of shareholders to be held at the Company's offices, Victoria Buildings, at 11.30 o'clock, a.m., on Monday, the 28th inst., is as follows:—

Gentlemen,—The general agents now submit to you a statement of the affairs of the company, and balance sheet for the year ending 31st December, 1906.

The next profits for the year, including the amount brought forward from the previous year, amount to \$53,319.47. From this amount an interim dividend of \$1.00 per share has already been paid, and after writing off directors' and auditors' fees, it is now proposed to pay a final dividend of \$2.10 per share, making a total dividend for the twelve months of \$3.10 per share, and to carry forward the balance of \$1,519.47 to credit of a new profit and loss account.

Directors.—Hon. Mr. C. W. Dickson, having retired, Hon. Mr. W. J. Gresson has been appointed in his stead, and this appointment now requires confirmation.

Hon. Mr. W. J. Gresson and Mr. A. J. Raymond retire by rotation, but offer themselves for re-election.

Audit.—The accounts have been audited by Mr. C. W. May, who offers himself for re-election.

A. SHELTON HOOPER, Secretary to the Hongkong Land Investment Agency, Co., Ltd., General Agents for the West Point Building Co., Ltd., Hongkong, 14th January, 1907.

## BALANCE SHEET TO 31ST DECEMBER, 1906.

Capital	Liabilities
\$625,000.00	
Accounts payable	9 089
Balance of profit and loss account	\$53,319.47
Less interim dividend paid	15,000.00
	28,119.47

## Assets.

Cost of property	\$614,801.81
Cash	39,428.55
	\$654,230.36

## PROFIT AND LOSS ACCOUNT.

Dr.

Dec. 31st, 1906.

To Fire insurance \$3,247.75 |To Charges 347.45 |To Crown rent 818.00 |To Repairs to buildings 1,014.99 |To Commission to agents 2,765.62 |To Interim dividend of \$2.00 for half-year 25,000.00 |To Balance to be appropriated as follows:—  |

Directors' fees \$500.00 |

Auditors' fee 50.00 |

Dividend of \$2.10 per share 26,250.00

Balance to be carried to new a/c 1,519.47 |

28,119.47 |

Cr. \$61,413.38 |

By Balance brought forward \$772.78 |

Dec. 31, 1906.  |

By Rents 60,000.00 |

By Interest 606.50 |

By Scrip fees 34.00 |

\$61,413.28 |

A. SHELTON HOOPER,

Secretary to the Hongkong Land

Investment & Agency Co., Ltd.,

General Agents for the West

Point Building Co., Ltd.

SHIPPING AND MAELS.

MAELS DUE.

Indian (*G. Aker*) 24th inst.

English (*Devon*) 24th inst. 5 p.m.

German (*Prins Heinrich*) 28th inst.

American (*Nippon Maru*) 28th inst.

Indian (*Namsang*) 31st inst.

German (*Preussen*) 31st inst.

Australian (*Eastern*) 2nd prox.

Canadian (*Athens*) 3rd prox.

German (*Prins Sigismund*) 6th prox.

The N. Y. K. s.s. *Colombo Maru*, Bombay

Line, left Bombay for this port on 22nd inst.

The C. N. Co. s.s. *Tamling* left Manila on

22nd inst., p.m., and may be expected here on

25th inst., at 9 a.m.

The C. P. R. Co. s.s. *Empress of China*

arrived at Kobe at 5 p.m., on 22nd inst., and

left again at 11 p.m., same day, for Yokohama,

where she is due to arrive at 10 p.m., on 23rd inst.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

MISTAKEN ENTHUSIASM.

ACTION OF CHINESE CHRISTIAN STUDENTS.

TEMPLE IDOLS SMASHED WHILE PEOPLE RETALIATE.

[From Our Own Correspondent.]

Shanghai, 23rd January, 3.15 p.m.

Reports from Tientsin state that the missionaries stationed at Wei-hui-fu have appealed to the Imperial Government at Peking for the protection of certain students who are charged with smashing the idols in a local temple.

The people of the district, it appears, have retaliated by wrecking the schools conducted by the missionaries.

[Reuters.]

The United States Fleet at Kingston.

LONDON, 21st January.

Reuter's correspondent at Kingston, writing on the 19th instant, says:—It appears that the American bluejackets landed, patrolled the streets, assisted in clearing away the debris and attending the wounded, in spite of an intimation from Sir James Swettenham that their services were not required.

On the evening of the same day, Admiral Davis wrote detailing the work the bluejackets had done including their assistance in recovering some stolen jewellery, from which he judged that police surveillance was inadequate, and proposed to again land parties the next day unless Sir James Swettenham expressly desired otherwise. Thinking it possible that he could greatly assist private individuals without interfering with the authorities, he should similarly direct the doctors of the squadron to do their utmost to assist. The only object of the visit of the squadron was to render aid as it could, and he trusted that Sir James Swettenham would approve of actions actuated by common humanity.

Sir James Swettenham replied thanking the Admiral and saying that he heartily appreciated the kind assistance and generous offers; he did not object to a detachment guarding the Consulate, provided they were only armed with clubs, but he thought it his duty to ask for the re-embarkation of the working parties when he found the latter helping private individuals to clear stone.

He did not doubt that all owners would be glad of similar naval help to save them expense, but it was no longer a question of humanity. He was glad of the delivery of the jewellery, but believed that the police surveillance was quite adequate. The fact that the residence of a New York millionaire was pillaged in the summer during his absence would not justify a British Admiral landing a party to assist the New York police.

Admiral Davis paid a farewell call on Sir James Swettenham in the morning notifying him that the squadron was leaving, and adding that, in view of Sir James Swettenham's attitude in not desiring American aid, he had countermanded a shipload of beef which the Government was sending.

It is reported that the Admiral waited a quarter of an hour and was just leaving when Sir James Swettenham appeared and the squadron sailed in the afternoon.

THE ROYAL HONGKONG GOLF CLUB.

For the quarterly meeting, held at Happy Valley from the 19th to 21st January, 1907, the following cards were returned:—

MACLEWEN CUP.

Mr. T. B. Norrie 82—7—75

Mr. H. T. Butterworth 90—14—76

Mr. J. Clark 80—1—79

Mr. E. J. Grist 81—2—79

Mr. C. W. May 88—7—81

(22 entries).

JOHNSTONE CUP.

Capt. R. M. Ranking rec. 13 strokes 3 up

Mr. C. E. H. Davis 1 2 up

Mr. E. J. Grist 1 2 all square

Mr. T. B. Norrie 1 5 1 down

Mr. J. Clark 1 9 2 down

Mr. W. J. Saunders 1 7 2 down

Mr. H. T. Butterworth 1 11 2 down

Mr. C. W. May 1 5 6 down

(25 entries).

Capt. R. M. Ranking 91—17—74

Mr. C. E. H. Davis 76—1—75

Mr. T. B. Norrie 82—7—75

Mr. H. T. Butterworth 90—14—76

Mr. J. Clark 80—1—79

Mr. E. J. Grist 81—2—79

Mr. C. W. May 88—7—81

(30 entries).

\* Winner of MacEwen Cup.

\* Winner of Johnstone Cup.

\* Winner of Pool.

CANTON DAY BY DAY.

[From Our Own Correspondent.]

Canton, 21st January.

Admiral Li Chue has taken over the position of the commander-in-chief of the army of the two Kwang provinces. He has now about seventy regiments under his command.

The paper and printed forms, etc., manufactured by the Government Paper Factory do not gain much popularity so far, owing to the unreasonable prices. The authorities are trying to lower the price in order to obtain the patronage of the public.

On the 20th instant two deputies were sent from the Bureau of Agriculture, Industry and Commerce to Ngau Shan, Whampoa, to inspect and survey a site there for the purpose of making the place into a port.

It is interesting to learn that a regiment stationed at Pang Hah, Fatsan, was attacked by a number of robbers on the midnight of the 19th instant whilst the soldiers were out on patrol. There were only a few soldiers left in the barracks at the time; they boldly offered resistance, but ultimately they were obliged to yield owing to the great violence of the robbers. All the ammunition was taken away by the robbers.

A telegram has been received here stating that the Shiu Wu Chu has decided to abolish the Registration and Cancellation Fees, and to abandon the scheme of making good the deficiency of the revenue by levying another tax.

RAIDS ON GAMBLING HOUSES.

THE MAGISTRATE KNEW THE GAME.

The Sai-ying-poon market, at West Point, was visited by a number of police officials from No. 7 Police Station, yesterday afternoon, in search of gamblers. This makes the third raid for the year. It is common knowledge among the police in that district that no sooner does business get dull than the butchers and other men in charge of different stalls retire to the back of the building to gamble, leaving some youngsters, who have more impulse than anything else, to look after affairs while they are away. Knowing that after one o'clock in the afternoon business would be slack, Sergeant Gordon yesterday secured a warrant, got together a number of men, whose appearance gave one the impression that they were ruffians, and started for the market men's rendezvous. There are three entrances to the market. The lunkongs attacked the place at the Second and Third Streets entrance, while another gang entered through the main door. In this way none of the gamblers had a chance of escaping, and the nine men who were playing *pat-kau* in the cook-house were seized, together with the gambling implements, and \$5.30 which was found on the table. Two of the men were arraigned before Mr. F. A. Hazeland, this morning, at the Police Court, charged with running a gambling house, the remainder being indicted for gambling.

After two lunkongs had contradicted themselves in the witness-box, which went clearly to show that none of them knew how the game was played, his Worship gave them each to understand that he knew the game, and after giving them the colours of different cards, which he knew by heart, and in which they were at fault, he found the two alleged leaders not guilty of running a gambling house, but guilty of gambling. Inspector Collett stated that the police had raided this place several times before, but that it was difficult to make a capture.

"The constables are known to them," remarked his Worship.

"They are dressed like coolies," said the inspector.

The accused had to pay \$7 each.

A SMALL AFFAIR.

About an hour after the above raid was carried out, Detective Sergeant Morrison, together with a gang of Chinese policemen, raided house No. 21, Staunton Street, by virtue of a warrant, and seized eight men, and the gambling outfit. They were arraigned before Mr. F. A. Hazeland, this morning, when the two leaders were mulcted in the sum of \$25 each, the remainder contributing \$2 apiece.

THE CHILD'S MISTAKE.

A house—No. 15, Square Street—which has been suspected by the police as being the meeting place for gamblers was raided at seven o'clock last evening by Sergeant Morrison and a number of detectives. As soon as the officers entered the house, a woman, who was seen around the table taking part in the game which was then in progress, dashed into her bedroom and jumped into bed, covering herself, and pretending to be asleep. She and thirteen men were arrested. When they were paraded before Mr. C. A. D. Melbourne, this forenoon, at the Police Court, the woman and two of the men were charged with keeping a gambling house and the remainder with gambling.

The sergeant who conducted the raid, after giving an account of the arrest, said that in the room where the gambling was being carried on he found a child. He asked it where were its parents and as a reply pointed to the second and third defendants. That went to prove that the second and third defendants were man and wife and that they rented the flat.

"No, that is not true," said the couple together, when they heard the latter part of the evidence, "the child made a mistake!"

His Worship found the two men guilty and fined them \$50 each, he being of opinion that as the woman was the wife of the second accused she could not be held guilty of running the house. The others, including the woman, however, were fined \$2 each for gambling.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 23rd at 11.40 p.m.—The barometer has risen over E. Japan, and the E. and S. Coasts of China, and fallen over Formosa and the coasts.

A shallow depression which will probably move to the N.E. is lying near Meiko Sima. Pressure is highest over the Continent to the North of the Yangtze.

The monsoon is expected to freshen again in the Formosa Channel and the China Sea.

FORECAST.

1.—Hongkong and neighbourhood, N. to N.E. winds, freshening fine.

2.—South coast of China between Hongkong and Lamock, same as No. 1.

3.—South coast of China between Hongkong and Hainan, same as No. 1.

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

[From Our Own Correspondent.]

The eighteenth report of the Board of Directors to the ordinary meeting of shareholders, to be held at the Company's offices, Victoria Buildings, at noon on Monday, the 28th inst., reads:—

Gentlemen,—The directors have now to submit to you a general statement of the affairs of the Company, and balance sheet for the year ending 31st December, 1906.

The net profits for that period, including \$67,839.41 balance brought forward from last account, after paying all charges, amount to \$40,827.54. From this amount an interim dividend of \$3.50 per share has already been paid. It is now proposed to pay a final dividend of \$3.50 per share, and after writing off directors' and auditors' fees there remains a balance of \$5,218.38 to be carried forward to the credit of a new profit and loss account.

Directors.—Mr. E. Shellim having resigned Mr. D. M. Nissim, was invited to join the Board in his place, and this appointment now requires confirmation.

Messrs. A. J. Raymond and D. M. Nissim now retire by rotation, but offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. C. W. May and H. Percy Smith, who now retire but offer themselves for re-election.

W. J. GRESSON, Chairman.

Hongkong, 14th January, 1907.

BALANCE SHEET.

Liabilities.

Dec. 31st, 1906.

Capital \$5,000,000.00 |

Equalization of dividend fund 250,000.00 |

Account payable 1,957,541.26 |

Balance of profit and loss account 5,440,827.54 |

Less interim dividend paid 175,000.00 |

255,827.54 |

\$7,473,368.80 |

Assets.

Dec. 31, 1906.

Cash \$8,721.21 |

Amount advanced on Mortgage 1,333,700.00 |

Amount invested in property 6,050,975.75 |

Furniture account 4,190.42 |

Accounts receivable 75,731.42 |

\$7,473,368.80 |

PROFIT AND LOSS ACCOUNT.

Dec. 31st, 1906.

To Interim dividend of 3½% for the half-year \$175,000.00 |

Charges account 30,139.79 |

Repairs to house property 14,094.36 |

Advertising 1,033.12 |

Fire insurance 19,869.80 |

Interest on Loans payable \$119,702.53 |

Less interest on mortgages 117,856.97 |

1,845.56 |

To Balance to be appropriated as follows:—  |

Directors' fees 7,500.00 |

Managing directors' fees 25,109.16 |

Auditors' fees 1,000.00 |

Final dividend of 3½% for the half-year 175,000.00 |

Balance to be carried to new account 55,218.38 |

255,827.54 |

\$507,810.17 |

Jan. 1st 1906.

By Undivided profit, 1905 \$67,839.41 |

Dec. 31st  |

Rents 428,558.01 |

Commission 11,255.75 |

Scrip Fees 157.00 |

\$507,810.17 |

A. SHELTON HOOPER, Secretary.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers.—National Bank \$40, Union Insurance \$780, Hongkong Fire \$375, China Fire \$25, Ind. China \$86, Shell Transport \$30, China Sugar \$128, Raub \$81, Hongkong Land \$11, West Point \$50, Cement \$21, Electric \$16, Ice \$10.

Sellers.—Canton Insurance \$2971, Macao Steamboats \$30, China and Manila \$22, Douglas \$36, Raub \$81, Hongkong Docks \$147, Kowloon Wharves \$56, Shanghai Docks \$16, China Borneo \$10, Koper \$21, Powell \$8, Sales.—Hongkong Bank \$30, Humphrey Estates \$11.85, Cement \$21, China Lights \$9, Star Ferries (old) \$9.

Nominal.—Hongkong Wharves Tia 235, Hotels \$15, Hongkong Cottons \$11, China Providents \$9, Dairy Farms \$16, Tramways \$215, Watsons \$11.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 2/2 11/16 |

Do. demand 2/2 11/16 |

Do. 4 months' sight 2/2 11/16 |

France—Bank T.T. 2/2 11/16 |

America—Bank T.T. 2/2 11/16 |

Germany—Bank T.T. 2/2 11/16 |

India T.T. 16 1/2 |

Do. demand 16 1/2 |

Shanghai—Bank T.T. 73 |

Singapore T.T. 1/4 prem. |

Japan—Bank T.T. 100 1/2 |

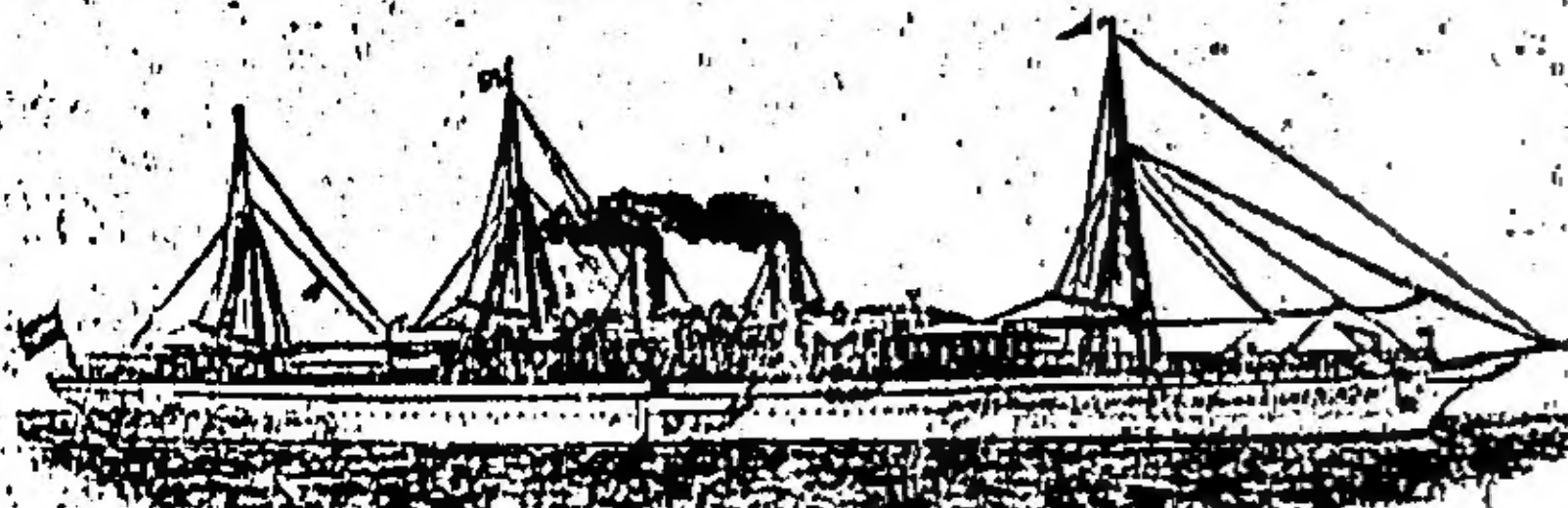
Java—Bank T.T. 133 1/2 |

Buying.

4 months' sight L/C. 2/3 1/2 |</



## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

## Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S. "EMPEROR OF INDIA" 6,000 Tons	LEAVE HONGKONG: ARRIVE VANCOUVER.
"ATHENIAN" 3,882	THURSDAY, February 14th.....March 4th
"MONTEAGLE" 6,163	WEDNESDAY, February 20th.....March 16th
"EMPRESS OF JAPAN" 6,000	WEDNESDAY, February 27th.....March 23rd
"TARTAR" 4,425	THURSDAY, March 14th.....April 1st
"EMPRESS OF CHINA" 6,000	WEDNESDAY, March 27th.....April 20th
	THURSDAY, April 11th.....April 29th

"EMPRESS" steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASACKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at St. John, N.B., with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 24 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class.....14d St. Lawrence £60. 14d New York £62. Hongkong to London, Intermediate on Steamers, and 1st Class on Railways.....£40. £42. R.M.S. "MONTEAGLE," "TARTAR," and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to H. W. CHADDOCK, General Traffic Agent for China & Japan, 21st January, 1907. Corner Pedder Street and Praya.

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
MANILA	LOONGSANG	FRIDAY, 25th Jan., 4 P.M.
S'GAPORE, PENANG & CALCUTTA	LAISANG	SATURDAY, 26th Jan., 2 P.M.
SANDAKAN	MAUSANG	SATURDAY, 26th Jan., 4 P.M.
SHANGHAI	KWONGSANG	SUNDAY, 27th Jan., Daylight.

\* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, (via Ching Wan Tao) and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers.

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## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS.	TO SAIL.
SWATOW, AMOY, NINGPO and SHANGHAI.	"CHANGCHOW"	25th January, 4 p.m.
TSINGTAO and CHEFOO.	"HANGCHOW"	25th " "
SAIGON	"YUNNAN"	26th " "
SHANGHAI.	"ICHANG"	27th " Daylight.
MANILA	"TAMING"	29th " 4 p.m.
SHANGHAI.	"SHAOSHING"	1st February, " "
CEBU and ILOILO	"SUNGKIANG"	5th " "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	11th " "
YOKOHAMA and KOBE	"TSINAN"	12th " "

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

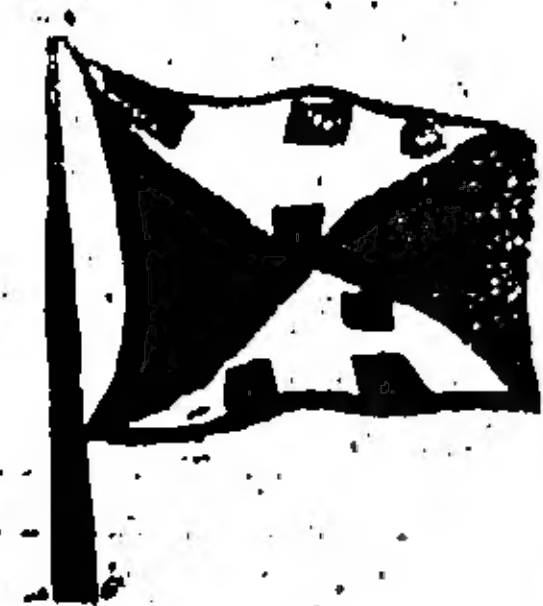
The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

[7]



## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried. —All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 26th Jan., at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 2nd Feb., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
General Managers.

[5]



## HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship "LOWTHER CASTLE".....Arrival The end of January.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

[8]

## Shipping—Steamers.

## HAMBURG-AMERIKA LINIE.

## PASSENGER SERVICE.

By the new steamers "RHENANIA," "HAMBURG," and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They are especially built for the tropics with very large well ventilated cabins, amidships, lighted throughout by electricity, fans provided in each cabin. The berths are not arranged one above the other as it has been the fashion hitherto, but the staterooms closely resemble ordinary sleeping-rooms on shore, the berths standing like beds at either side of the cabins. As a novelty, a number of cabins are provided for single passengers. These steamers call at NAPLES and PLYMOUTH. In addition to the above steamers, the s.s. "SILESIA" and "SCANDIA" carry first class passengers. Return Tickets issued at reduced Rates, through tickets issued to NEW YORK via NAPLES, SOUTHAMPTON, and HAMBURG.

## NEXT SAILINGS FROM HONGKONG.

Outward.	Homeward.
FOR SHANGHAI, KOBE AND YOKOHAMA.	FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE AND HAMBURG.
SCANDIA.....5th February.	SPEZIA.....27th January.
HAMBURG.....3rd March.	SILESIA.....8th February.
RHENANIA.....1st April.	SAMBIA.....15th February.
HOHENSTAUFEN.....30th April.	SAXONIA.....22nd February.
SILESIA.....31st May.	SLAVONIA.....13th March.
SCANDIA.....30th June.	SCANDIA.....20th March.
Hongkong, 22nd January, 1907.	* Call at Lisbon.
	For NEW YORK.
	NUBIA.....22nd January.

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship  
"GREGORY APCAR."

Captain S. H. Nelson, will be despatched for the above Ports, on TUESDAY, the 29th instant, at Noon.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly qualified Doctor.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,  
Agents.

Hongkong, 21st January, 1907. [144]

## REGULAR STEAMSHIP SERVICE

## TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

## PROPOSED SAILINGS FROM HONGKONG.

## FOR NEW YORK.

S.S. "SIKH".....9th February.

S.S. "MUNCASTER CASTLE".....12th March.

For Freight and further information, apply to

DOUWELL & CO., LIMITED,  
Agents.

Hongkong, 21st January, 1907. [64]

## "SHIRE" LINE OF STEAMERS.

## FOR LONDON AND ANTWERP.

## THE Steamship

## "GLAMORGANSHIRE"

will be despatched for the above Ports, on or about the 20th February.

For Freight and further particulars, apply to

SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 17th January, 1907. [130]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

## THE Steamship

## "EMPIRE."

Captain Helms, will be despatched for the above Ports, on SATURDAY, the 26th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 5th January, 1907. [86]

## TOYO KISEN KAISHA.

## SOUTH AMERICAN LINE.

Regular Steamship Service between HONGKONG, CALLAO and IQUIQUE, via JAPAN PORTS.

(KARATSU, KOBE and YOKOHAMA).

## THE Steamship

## "KASATO MARU," 6,000 tons.

Captain W. C. T. S. Filmer, will be despatched as above, in April, 1907.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For further information, apply to

K. MATSUDA,  
Manager,  
York Building.

Hongkong, 27th December, 1906. [15]

## NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crew of the following vessel during her stay in Hongkong Harbour:

E. B. SUTTON, American ship, Captain Butmann—Arnholt, Karberg & Co.

Hongkong, 16th January, 1907. [13]

## Consignees.

S.S. "TOURANE"  
COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE TO CONSIGNEES

CONSIGNEES of Cargo from London, ex s.s. "Madoc," from Havre ex s.s. "Madoc," and from Bordeaux ex s.s. "Villa de Marseille," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after TUESDAY, the 29th January, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 29th January, or they will not be recognized.

All damaged packages will be examined on TUESDAY, the 29th January, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 22nd January, 1907. [10]

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

## S.S. "BENVORLICH"

## FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 4th proximo, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 22nd January, 1907. [146]

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamer

## "NYANZA"

## FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:

From London, &c.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 24th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 18th January, 1907. [2]

## NORDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

## "MANILA"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, or West Point, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd of January, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 23rd of January, at 2.30 P.M.

All Claims must reach us before the 30th of January, 1907, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD,  
MELCHERS & Co.,  
Agents.

Hongkong, 18th January, 1907. [1]

## NORDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

## "GNEISENAU"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 23rd instant, at 9.30 A.M.

All Claims must reach us before the 30th instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD,  
MELCHERS & Co.,  
Agents.

Hongkong, 17th January, 1907. [1]

## THE POWER OF THE PEN.

## MR. PEEL AND THE PRESS.

In a restaurant, or in a tea-shop, or in a bar, there is a constant hum of conversation but in an oyster-saloon there is silence. Never, indeed, have I met a talkative oyster-eater. If such a being exist, he would most assuredly be regarded by all real oyster-eaters as the greatest of barbarians. Out with the man who wants to open a discussion on the day's news, whilst you, seated on a high stool before the counter, are wholly absorbed in dropping vinegar, O so carefully, O so accurately, on to your dozen 'atives! Away with the fellow who seeks your opinion on the weather, whilst you are neatly folding up your thin slices of brown bread-and-butter into equal halves! There must be no sound in these saloons, save the musical sounds of oyster-shells clattering gently on your plate. And no voice must be raised in these sacred places, unless it be to murmur—"Another half-a-dozen, please."

Well in the oyster-saloon where I find myself to-night, their reigns the usual silence. Every stool was taken when I entered; there was before the counter a row, a long row, of mute oyster-eaters. From a table placed at the far end of the shop, I watch them closely, curiously; but all of a sudden the counter is shut out from view by the arrival of a stout, genial-looking man, who, after dropping his umbrella noisily on the floor, seats himself in a chair immediately opposite me.

"You can stay there, and be d—d," says the stout gentleman, cheerfully, to the umbrella.

## PRIVILEGES OF THE PRESS.

Fancy strong language in an oyster-saloon! I am shocked, I am horrified, I am ashamed of being seen at the same table as the stout, genial-looking man; but a moment later it turns out that he is not an oyster-eater. No; he partakes of crab, and his liquor is not stout, but hot whisky and water. "Nothing beats a crab," he remarks, smilingly. Then glancing at the bundle of newspapers at my elbow, he says, "Well, you've got plenty to read there, 'erhaps you not only read newspapers, but write to them. Don't I see a stylographic pen peeping out of your waistcoat pocket? That means the Press. And 'ow do I know a stylographic pen means the Press? Because my son-in-law, Fred Sampson, is a journalist, and 'ever leaves the house without 'is pen. And what's your line: murders, football, interviews, or only canvassing?"

Impossible to snub a man who means so well, and who talks and smiles so cordially. Modestly, therefore, I admit that certain kind editors permit me to write to their newspapers, and scarcely have I finished than my stout companion exclaims "Well, you're lucky. I know all about the Press, and a fine, 'appy profession it is. Many a long talk I've 'ad with my son-in-law about journalism. 'E's on the 'Peckham Mercury,' which comes out twice a week. And it keeps Fred pretty busy, I can tell you, because 'e does a bit of canvassing as well."

After a long draught of his hot whisky he continues—"An' you're a journalist! An' you're what I always calls the Pel of the Peckham and the Public. 'Everybody standing you drinks, everybody giving you cigars, everybody-falling on your neck. And not only ordinary people, but barones and lords, and—yes, Royalty."

## "THE LAD OF LUXURY."

Wonderful, wonderful, but alas! I totally inaccurate, is my stout companion's idea of the life, doings and fortunes of the journalist. Mr. Fred Sampson, of the "Peckham Mercury," has certainly taken unfair advantage of the credulity and naivete of his father-in-law; Mr. Fred Sampson is undoubtedly a deceiver and a braggart.

"Fred," narrates my stout companion, "as often told me 'ow you fellows travel about in Pullman cars, and 'ow the stationmaster takes off 'is cap and begs your pardon if the train is 'alfa-minute late. If you wants a 'special,' you've only got to say so—and up it comes, all for nothing. Then, when you goes to the theatre, you sits in the Royal box, that is, of course, if the King ain't using it; and the manager invites you into 'is private room to drink a glass of champagne in the intervals. Yes; them's the 'pretty' little attentions you fellows get. And the ladies on the stage, why, they don't take their eyes off 'you. All smiles, that's what they are. After the show, you 'ave supper in a smart restaurant. More champagne, and brandy that was bottled before your own father was born. And up comes the manager, bowing, and smiling, and wanting to know if your royal highnesses is satisfied."

So aghast am I at my companion's extraordinary recital, that I am quite powerless to protest. Nor do I come to myself until the stout man, leaving his giddy theme for a minute introduces himself to me as Mr. George Frederick Peel, the active partner in the flourishing business of Peel and Burgess, pawbrokers, of 'eckham. That much-stated, Mr. Peel returns to his preposterous subject.







Mails.

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.



STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "OCEANIC."

Captain Magnan, will be despatched for MARSEILLES on TUESDAY, the 5th February, at 1 P.M.

This steamer connects at Colombo with the Australian line s.s. *Nera* bound for Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *TOURANE* ..... 19th February.

S.S. *TOKIN* ..... 5th March.

G. DE CHAMPEAUX, Agent.

Hongkong, 23rd January, 1907. [10]

NORTHERN PACIFIC LINE. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA, VIA MOJIL, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing

*Shawmut* 9,606 E. V. Roberts 5th Feb.

*Tremont* 9,606 T. W. Garlick 26th Feb.

*Lyra* 4,417 H. J. Armstrong —

Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 12th January, 1907. [12]

Intimations.

CUTLER, PALMER & CO. WINE & SPIRIT MERCHANTS.

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA. ESTABLISHED 1815.

	One Case.	One Case.
	Qts.	Pts.
COGNAC	\$21.50	—
"	19.00	—
"	16.00	—
WHISKY, FINE MALL	19.00	—
" JOHN WALKER	12.00	—
" C. P. & CO'S SPECIAL BLEND	10.00	—
PORT WINE, INVALIDS	19.00	—
" DOURO	13.00	—
SHERRY, AMOROSO	19.00	—
" LA TORRE	15.25	—
BENEDICTINE, D.O.M.	38.50	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 16th November, 1906. [36]

ACHEE & CO. ESTABLISHED 1859.

FURNITURE.

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES.

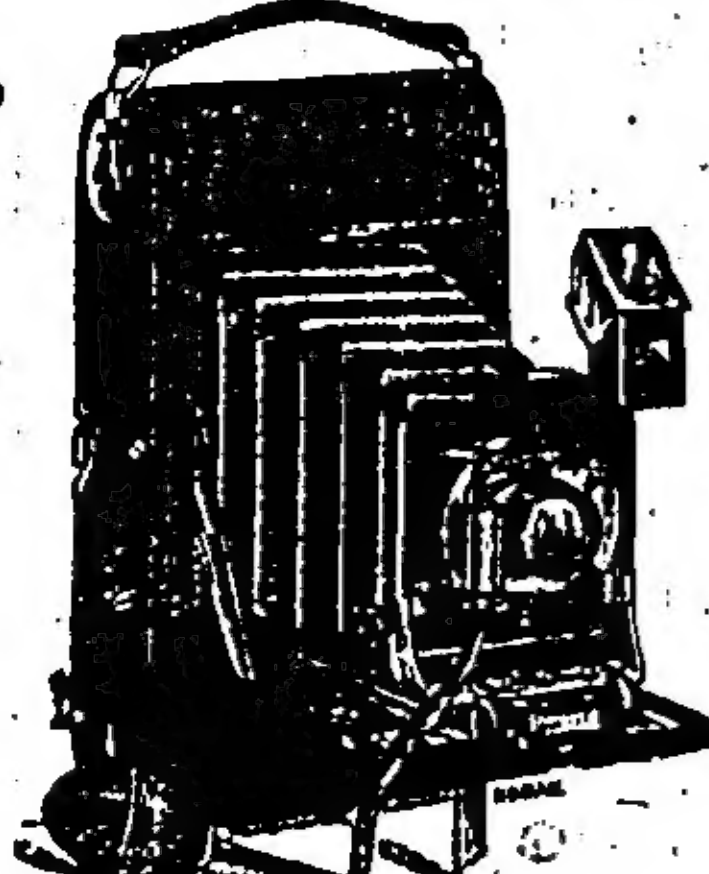
EASTMAN'S

&c., &c., &c.

KODAKS, FILMS.

AND

ACCESSORIES.



Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION. Hongkong, 16th May, 1905. [42]

NOTE, WRITING AND BOOK PAPERS,

BY THE QUIRE OR REAM.

The Celebrated Wiggins Teape & Co.'s "3009" Bank Wove (Blue and Cream).

T. H. Saunders's Handmade Papers.

Note and Letter Papers, with Envelopes to match, in boxes.

For samples and prices,

Apply at—

THE "HONGKONG TELEGRAPH" OFFICE, 1, Ice House Road.

Hongkong, 7th December, 1906. [8]

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$10,250,000 \$250,000 \$12,500,000	\$1,712,472	{ 1.15% @ Ex. 2 1/4 = \$1.647 for first half- year 1906 }	4 1/2 %	{ \$910 sales London, 108.10 }
National Bank of China, Limited	99,925	£7	£6	\$1,000,000 \$200,000 \$800,000	\$74,099	\$2 (London 3/6) for 1903	...	\$49
MARINE INSURANCES.								
Antion Insurance Office, Limited	10,000	\$250	\$50	\$1,675,000 \$200,000 \$1,475,000	\$233,638	\$20 for 1905	6 1/2 %	\$297 1/2
North China Insurance Company, Limited	10,000	£15	£5	\$1,100,000 Tls. 100,000 Tls. 50,000 \$2,000,000 \$40,000 \$1,960,000 \$331,131 \$1,628,869 \$50,000 \$1,678,869 \$15,527 \$1,694,396	Tls. 185,599	{ Final of 7/6 making 15/- for year ended 30.6.1906 }	6 %	Tls. 80 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,153,844 \$50,000 \$1,203,844 \$50,000 \$1,203,844 \$50,000 \$1,203,844 \$50,000 \$1,203,844	\$2,792,271	Interim div. of \$30 for 1905	5 1/2 %	\$780 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,100,000 \$100,000 \$1,000,000 \$100,000 \$1,000,000 \$100,000 \$1,000,000 \$100,000 \$1,000,000	\$508,334	\$12 and \$3 special dividend for 1904	9 1/2 %	\$160 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$100,000 \$900,000 \$100,000 \$900,000 \$100,000 \$900,000 \$100,000 \$900,000	\$344,098	\$6 for 1904	6 1/2 %	\$95
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,000 \$100,000 \$1,100,000 \$100,000 \$1,100,000 \$100,000 \$1,100,000 \$100,000 \$1,100,000	\$422,618	\$25 for 1904	6 1/2 %	\$375 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$6,000 \$25,000 \$31,000 \$31,000 \$31,000 \$31,000 \$31,000 \$31,000 \$31,000	\$6,563	\$1 1/2 for 1905	7 %	\$22
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000	Nil.	\$2 1/2 for year ended 30.6.1906	7 %	\$36
Hongkong, Canton & Macao Steamship Co., Ltd.	10,000	\$15	\$15	\$60,000 \$144,386 \$204,386 \$204,386 \$204,386 \$204,386 \$204,386 \$204,386 \$204,386	\$5,464	\$1 for 1st half-year 1906	6 1/2 %	\$30
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$2,000,000 \$200,000 \$1,800,000 \$200,000 \$1,800,000 \$200,000 \$1,800,000 \$200,000 \$1,800,000	£2,452	10/- @ ex. 2 1/4 9/16 = \$4.69	5 1/2 %	\$87
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 40,000 Tls. 100,000 Tls. 140,000 Tls. 140,000 Tls. 140,000 Tls. 140,000 Tls. 140,000 Tls. 140,000 Tls. 140,000	Tls. 23,156	{ Interim div. of Tls. 2 1/4 } { Interim div. of Tls. 2 1/4 } { Interim div. of Tls. 2 1/4 } { Interim div. of Tls. 2 1/4 } { Interim div. of Tls. 2 1/4 } { Interim div. of Tls. 2 1/4 } { Interim div. of Tls. 2 1/4 } { Interim div. of Tls. 2 1/4 } { Interim div. of Tls. 2 1/4 }	9 1/2 % Tls. 56 buyers Tls. 50 buyers 30/- \$29 sa. and b. \$19 sa. and b.	
Do. (Preference)	100,000	£1	£1	\$1,000,000 \$100,000 \$900,000 \$100,000 \$900,000 \$100,000 \$900,000 \$100,000 \$900,000	\$107,815	\$1 for 1st half-year 1906	6 1/2 %	\$30
Shell "Transport and Trading Company, Limited"	10,000	\$10	\$10	\$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000	\$218	{ \$1.50 } { \$1.50 } { \$1.50 } { \$1.50 } { \$1.50 } { \$1.50 } { \$1.50 } { \$1.50 } { \$1.50 }	5 1/2 % \$29 sa. and b. \$19 sa. and b.	
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000	\$218	{ \$1.50 } { \$1.50 } { \$1.50 } { \$1.50 } { \$1.50 } { \$1.50 } { \$1.50 } { \$1.50 } { \$1.50 }	5 1/2 % \$29 sa. and b. \$19 sa. and b.	
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 13,913	Interim div. of Tls. 2 account 1906	8 1/2 %	T. Tls. 49 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$850,000 \$450,000 \$400,000 \$450,000 \$450,000 \$450,000 \$450,000 \$450,000 \$450,000	\$40,914	Final of \$15 making \$25 for 1905	19 1/2 %	\$128
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$700,000 \$700,000 \$700,000 \$700,000 \$700,000 \$700,000 \$700,000 \$700,000 \$700,000	Dr. \$132,588	\$3 for 1807	5 %	\$21
Park Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 8,935	Tls. 4 (8 %) for year ending 31.8.06	5 %	Tls. 80 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$1,000,000 \$20,000 \$980,000 \$20,000 \$980,000 \$20,000 \$980,000 \$20,000 \$980,000	£12,546	Final of 1/- (No. 7) making 2 1/2 for year ended 28.2.06	6 %	Tls. 11 buyers
Shanghai Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	\$5,000,000 \$500,000 \$4,500,000 \$500,000 \$4,500,000 \$500,000 \$4,500,000 \$500,000 \$4,500,000	G. \$909,050	Interim of 50 cents for account 1906	10 %	G. \$10 sellers
Sub Australian Gold Mining Company, Limited	150,000	£1	£1	\$1,500,000 \$150,000 \$1,350,000 \$150,000 \$1,350,000 \$150,000 \$1,350,000 \$150,000 \$1,350,000	£4,873	No. 12 of 1/- = 48 cents	...	\$81
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$450,000 \$450,000 \$450,000 \$450,000 \$450,000 \$450,000 \$450,000 \$450,000 \$450,000	\$8,915	\$2 for 1905	9 1/2 %	\$21 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$2,000,000 \$200,000 \$1,800,000 \$200,000 \$1,800,000 \$200,000 \$1,800,000 \$200,000 \$1,800,000	\$20,040	\$2 1/2 for a/c 1906	6 1/2 %	\$96
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$2,500,000 \$250,000 \$2,250,000 \$250,000 \$2,250,000 \$250,000 \$2,250,000 \$250,000 \$2,250,000	\$392,087	\$6 for first half-year ending 30.6.06	8 1/2 %	\$147 1/2
New Amoy Dock Company, Limited	10,000	\$60	\$60	\$600,000 \$60,000 \$540,000 \$60,000 \$540,000 \$60,000 \$540,000 \$60,000 \$540,000	\$2,221	\$1 for 1905	8 1/2 %	\$12
Shanghai Dock and Engineering Co., Ltd.	157,000	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 100,000 Tls. 900,000 Tls. 100,000 Tls. 900,000 Tls. 100,000 Tls. 900,000 Tls. 100,000 Tls. 900,000	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	7 1/2 %	Tls. 107 buyers
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	Tls. 3,200,000 Tls. 320,000 Tls. 2,880,000 Tls. 320,000 Tls. 2,880,000 Tls. 320,000 Tls. 2,880,000 Tls. 320,000 Tls. 2,880,000	Tls. 57,065	Interim div. of Tls. 8 on account 1906	5 1/2 %	Tls. 245 sa. and b.
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 250,000 Tls. 25,000 Tls. 225,000 Tls. 25,000 Tls. 225,000 Tls. 25,000 Tls. 225,000 Tls. 25,000 Tls. 225,000	Tls. 5,668	Tls. 18 for 1905	7 1/2 %	Tls. 235 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,500,000 Tls. 250,000 Tls. 2,250,000 Tls. 250,000 Tls. 2,250,000 Tls. 250,000 Tls. 2,250,000 Tls. 250,000 Tls. 2,250,000	none	First year	10 %	Tls. 105 sa. & b.
Star House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$250,000 \$25,000 \$225,000 \$25,000 \$225,000 \$25,000 \$225,000 \$25,000 \$225,000	\$8,418	\$3 for year ended 30.6.14	10 %	\$30 sellers
Central Stores, Limited	10,000	\$15	\$15	\$150,000 \$15,000 \$135,000 \$15,000 \$135,000 \$15,000 \$135,000 \$15,000 \$135,000	none	\$2.40 on \$14 for 1905	13 1/2 %	\$18 buyers
Do. (new issue)	24,000	\$15	\$15	\$360,000 \$36,000 \$324,000 \$36,000 \$324,000 \$36,000 \$324,000 \$36,000 \$324,000	\$4,719	7 % on \$7 1/2 for 1905	13 1/2 %	\$18 buyers
Do. (Founders)	123	\$15	\$15	\$1,845 \$184,500 \$1,660,500 \$184,500 \$1,660,500 \$184,500 \$1,660,500 \$184,500 \$1,660,500	none	None	...	\$300 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000 \$60,000 \$540,000 \$60,000 \$540,000 \$60,000 \$540,000 \$60,000 \$540,000	\$10,057	\$5 for first half-year for 1906	8 1/2 %	\$115
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$1,000,000 \$100,000 \$900,000 \$100,000 \$900,000 \$100,000 \$900,000 \$100,000 \$900,000	\$16,839	Interim div. of \$3 1/2 account 1906	6 1/2 %	\$111 buyers
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	Tls. 225,000 Tls. 22,500 Tls. 202,500 Tls. 22,500 Tls. 202,500 Tls. 22,500 Tls. 202,500 Tls. 22,500 Tls. 202,500	Tls. 1,935	Final of 6 % = 10 % for 19 15	10 1/2 %	Tls. 15 sales
Hotel Metropole Company, Limited	7,000	\$100	\$100	\$700,000 \$70,000 \$630,000 \$70,000 \$630,000 \$70,000 \$630,000 \$70,000 \$630,000	\$4,699	Final of \$6 making \$10	13 1/2 %	\$80 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000 \$150,000 \$1,350,000 \$150,000 \$1,350,000 \$150,000 \$1,350,000 \$150,000 \$1,350,000	\$5,070	80 cents for 1905	6 1/2 %	\$12 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000 \$30,000 \$270,000 \$30,000 \$270,000 \$30,000 \$270,000 \$30,000 \$270,000	\$574	\$2 1/2 for 1905	6 1/2 %	\$37
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	Tls. 600,000 Tls. 60,000 Tls. 540,000 Tls. 60,000 Tls. 540,000 Tls. 60,000 Tls. 540,000 Tls. 60,000 Tls. 540,000	Tls. 869,495	Tls. 3 for half-year 1906	5 1/2 %	Tls. 102 1/2 buyers
Do. (new issue)	26,000	Tls. 50	Tls. 50	Tls. 1,300,000 Tls. 130,000 Tls. 1,170,000 Tls. 130,000 Tls. 1,170,000 Tls. 130,000 Tls. 1,170,000 Tls. 130,000 Tls. 1,170,000	Tls. 17,000	Interim div. of \$2 account 1906	8 %	Tls. 62 1/2 buyers
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000 \$62,500 \$562,500 \$62,500 \$562,500 \$62,500 \$562,500 \$62,500 \$562,500	none	Interim div. of \$2 account 1906	8 %	\$50 buyers
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 1,500,000 Tls. 150,000 Tls. 1,350,000 Tls. 150,000 Tls. 1,350,000 Tls. 150,000 Tls. 1,350,000 Tls. 150,000 Tls. 1,350,000	64,986	Tls. 10 for year ended 30.6.14	14 1/2 %	Tls. 70 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000 \$125,000 \$1,125,000 \$125,000 \$1,125,000 \$125,000 \$1,125,000 \$125,000 \$1,125,000	\$21,660	\$1 1/2 for the year ending 31.12.06	10 1/2 %	\$12
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 1,500,000 Tls. 150,000 Tls. 1,350,000 Tls. 150,000 Tls. 1,350,000 Tls. 150,000 Tls. 1,350,000 Tls. 150,000 Tls. 1,350,000	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 %)	9 1/2 %	Tls. 62
Kow-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000 Tls. 80,000 Tls. 720,000 Tls. 80,000 Tls. 720,000 Tls. 80,000 Tls. 720,000 Tls. 80,000 Tls. 720,000	Tls. 30,760	Tls. 8 for 1905	7 1/2 %	Tls. 103
Yee Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	Tls. 3,500,000 Tls. 350,000 Tls. 3,150,000 Tls. 350,000 Tls. 3,150,000 Tls. 350,000 Tls. 3,150,000 Tls. 350,000 Tls. 3,150,000	Tls. 35,986	Tls. 25 for 1905	7 1/2 %	Tls. 340 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	\$400,000 \$40,000 \$360,000 \$40,000 \$360,000 \$40,000 \$360,000 \$40,000 \$360,000	\$1,066	\$7 for 1905	7 %	\$100 sellers
Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$8,604 \$860,400 \$851,796 \$860,400 \$851,796 \$860,400 \$851,796 \$860,400 \$851,796	\$2,866	1/3 per share for 1905	8 1/2 %	\$7 sellers
Aspen, Moore & Co., Limited	1,200	\$10	\$10	\$12,000 \$1,200 \$10,800 \$1,200 \$10,800 \$1,200 \$10,800 \$1,200 \$10,800	\$1,090	\$3 for 1905	10 %	\$10
Bina-Borneo Company, Limited	60,000	\$12	\$12	\$720,000 \$72,000 \$648,000 \$72,000 \$648,000 \$72,000 \$648,000 \$72,000 \$648,000	Nil.	\$1 for 1904	...	\$10
Bina Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 200,000 Tls. 20,000 Tls. 180,000 Tls. 20,000 Tls. 180,000 Tls. 20,000 Tls. 180,000 Tls. 20,000 Tls. 180,000	Tls. 589	Final of Tls. 5 making Tls. 10 for 1905	7 1/2 %	Tls. 56 buyers
Bina Light and Power Company, Limited	50,000	\$10	\$10	\$500,000 \$50,000 \$450,000 \$50,000 \$450,000 \$50,000 \$450,000 \$50,000 \$450,000	\$1,219	60 cents for year ended 28.2.06	6 %	\$10
Bina Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$1,000,000 \$100,000 \$900,000 \$100,000 \$900,000 \$100,000 \$900,000 \$100,000 \$900,000	\$1,581	80 cents for 1905	8 1/2 %	\$51 buyers
Bina Farm Company, Limited	25,000	\$7 1/2	\$6	\$187,500 \$18,750 \$168,750 \$18,750 \$168,750 \$18,750 \$168,750 \$18,750 \$168,750	\$2,555	\$1.30 for year ending 31.7.1906	8 %	\$101 sales
Green Island Cement Company, Limited	200,000	\$10	\$10	\$2,000,000 \$200,000 \$1,800,000 \$200,000 \$1,800,000 \$200,000 \$1,800,000 \$200,000 \$1,800,000	\$52,291	Int. div. of 75 cents for 1-year ended 30.6.06	9 1/2 %	\$24 sales
Hall & Holtz, Limited	21,000	\$20	\$20	\$420,000 \$42,000 \$378,000 \$42,000 \$378,000 \$42,000 \$378,000 \$42,000 \$378,000	\$20,893	\$2 1/2 for year ending 28.2.09	10 1/2 %	\$233 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000 \$60,000 \$540,000 \$60,000 \$540,000 \$60,000 \$540,000 \$60,000 \$540,000	\$2,568	{ \$1.00 } { 66 cents } for 10 months ending 28.2.05	7 1/2 %	\$16
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$125,000 \$12,500 \$112,500 \$12,500 \$112,500 \$12,500 \$112,500 \$12,500 \$112,500	\$2,796	Int. div. of \$20 for 10 months ending 18.10.05	10 1/2 %	\$215
Hongkong Ice Company, Limited	5,000	\$125	\$125	\$625,000 \$62,500 \$				